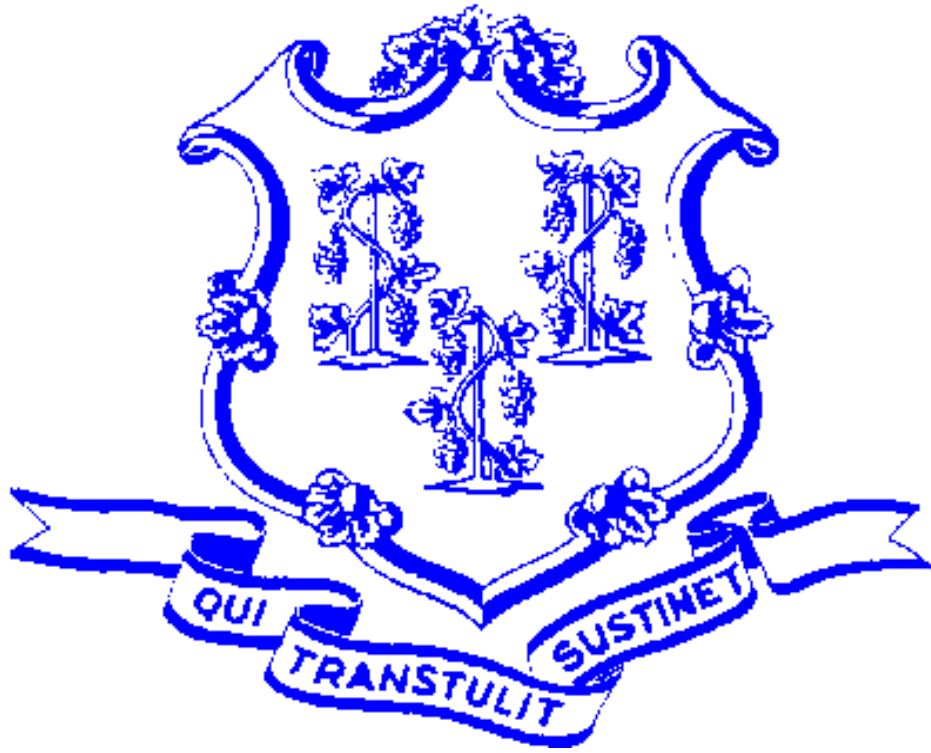


CONNECTICUT



DEPARTMENT OF TRANSPORTATION

2003 - 2005

**STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM
(STIP)**



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Department of Transportation (ConnDOT)
Statewide Improvement Program Document
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OVERVIEW

The Department of Transportation has developed the Statewide Transportation Improvement Program (STIP) for all areas of the State. The portion of the STIP in metropolitan areas has been developed in cooperation with the Metropolitan Planning Organizations (MPOs). The remainder of the program has been prepared in cooperation with Rural Regional Planning Organizations (RPOs). The endorsed MPO Transportation Improvement Programs (TIPs) have been included in the STIP without modification.

The STIP, is the regions' and State's spending plan for federally funded transportation improvements. It is the regions' and the State's transportation investment program, consisting of capital and operating improvements to the Metropolitan Transportation Systems and State Transportation System. The STIP, which is multimodal, includes investments in various modes, such as transit, highways, and bicycle facilities. The STIP is the means of implementing the goals and objectives identified in Long-Range Regional and State Transportation Plans.



The scope of the STIP has expanded over the last few years. The STIP is now a more comprehensive transportation investment program. With the Clean Air Act Amendments of 1990 (CAAA), regions and the State are required to include in the STIP all significant projects that could affect air quality. An assessment of the impact that the STIP will have on emissions of ozone-causing gases must be completed. The STIP must be found in conformity to the State Implementation Plan (SIP). In addition, the TIP/STIP must be financially constrained. The TIP/STIP spending plan must be based on reasonable projections of available resources. The STIP is composed of Fiscal Years 2003, 2004 and 2005. The fiscal constraint aspects of the program are applied to all three years.

Due to the many significant projects the Department must program and the limited amount of funds it has available, it has become necessary to cash flow projects (i.e., project phases divided into more than one entry) in the 2003 TIP/STIP. This column identifies what other programs and/or years that the same phase of this project has also been programmed for. In several instances, the balance of funds needed to complete a phase is shown as an "FYI" entry. These entries are provided for informational purposes only, and are **NOT** part of the STIP.

The TIP/STIP for FFY 2003, 2004, and 2005 contains approximately 500 projects in 26 federal funding categories. It programs \$1,699 million in federal funds that will be matched by \$685 million in state funds and \$42 million in local funds, for a total program cost of \$2,426 million. Of the \$685 million in state funds, \$405 million is being programmed for Public Transportation operating assistance. Within transportation modes, a total of \$1,616 million (67%) will be used for highway and bridge capital programs and a total of \$810 million (33%) will be used for transit (rail, bus, and rideshare) capital and operating costs.

Examples of major projects included in the TIP/STIP are:

- \$141.5 million of the estimated \$600 million for the replacement and demolition of the "Q" Bridge on I-95 in New Haven
- \$80 million of the estimated \$108.5 million for the reconstruction of I-95 in Bridgeport
- \$42.5 million for the Bridgeport Intermodal Center
- \$20 million of the estimated \$53 million for the US 7 Brookfield Bypass
- \$60 million of the estimated \$72 million for the US 7 and CT 15 interchange improvements in Norwalk

- \$40 million of the estimated \$116.5 million for the replacement of the Moses-Wheeler Bridge (I-95 Stratford-Milford)
- \$70 million of the estimated \$172 million for the reconstruction of I-84 in Waterbury
- \$123 million of the estimated \$250 million for the replacement of the catenary system for Metro North from Greenwich to New Haven
- \$30 million for the construction of the Waterbury bus garage
- \$55.5 million for the construction of the New Haven bus garage
- \$225 million for the replacement/rehabilitation of highway bridges throughout the State
- \$25 million for safety related improvements to highways throughout the State

The STIP has been developed in accordance with the terms and provisions of the Transportation Equity Act for the 21st Century of 1998 (TEA-21) and the Clean Air Act Amendments of 1990 and all regulations issued pursuant thereto.

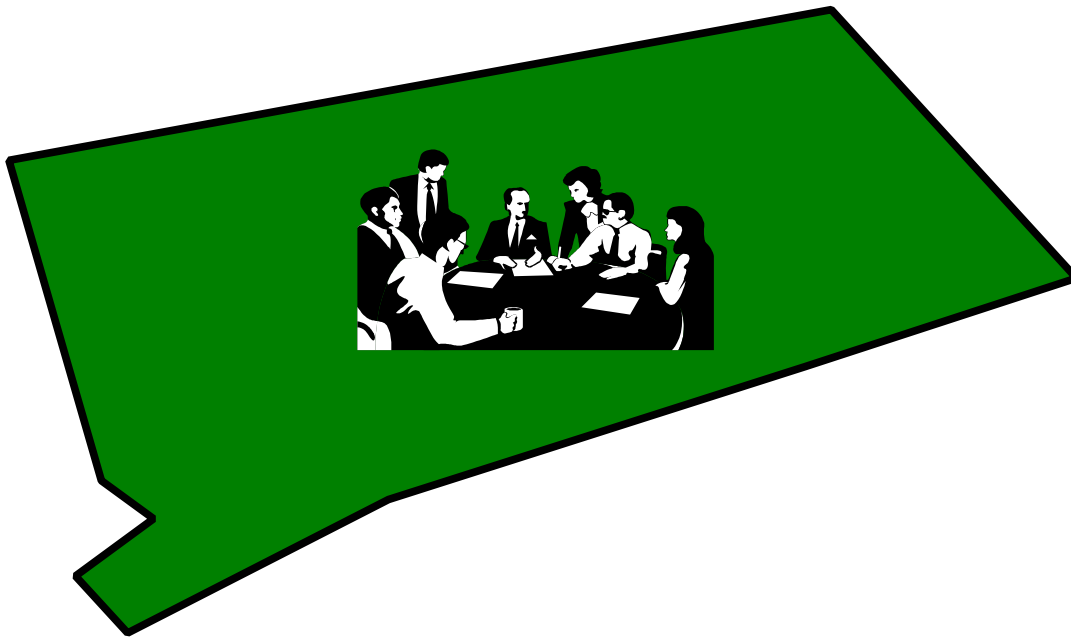
The requirement that the STIP be financially constrained is demonstrated in Tables 1 and 2. The tables show that the authorized levels of federal funds will support the federal share of the STIP. The State portion of the local match for these projects will be provided by the existing Special Tax Obligation (STO) bond authorization and supplemented by the new STO bond authorization, which will be secured. These bonds are supported by revenue from motor vehicle user fees.

The State's and the MPOs' assessment of air quality conformity is demonstrated by the Air Quality Conformity Report for Fiscal Year 2002. These assessments show that the STIP and regional elements are in conformance. Implementation of the STIP will result in a reduction from 1990 levels of transportation related emissions, remain within established budgets and meet all other requirements.

INTRODUCTION AND BACKGROUND

The Connecticut Department of Transportation (ConnDOT) has developed the Statewide Transportation Improvement Program (STIP) for all areas of the State. The portion of the STIP in a metropolitan planning area has been developed in cooperation with the Metropolitan Planning Organization (MPO). A map, which shows each of the metropolitan planning areas within the State of Connecticut, is provided in Figure 1. The MPO Transportation Improvement Programs (TIPs) have been included in the STIP without modification. In non-metropolitan areas, the program was developed in cooperation with the Regional Planning Organizations (RPOs).

The Transportation Improvement Programs / Statewide Transportation Improvement Program (TIP/STIP) is a document prepared by states and regional planning commissions, citing projects to be funded under federal transportation programs for a three-year period. Without TIP/STIP inclusion, a project is ineligible for federal funding.



Federal regulations require that a TIP/STIP must be developed once every two years. ConnDOT's 2003 STIP has been developed in accordance with this provision. The STIP contains a priority list of projects to be carried out in a three-year period. The priority list is grouped by year, year one being the highest priority for implementation. The program is financially constrained by year and the STIP includes a financial plan that demonstrates which projects can be implemented using current and anticipated revenue sources. Only those projects for which construction and operating funds can reasonably be expected to be available are included.

The STIP is composed of Fiscal Years 2003, 2004 and 2005. The fiscal constraint aspects of the program are only applied to these three years. Projects in future years (FFY 2006 and after, shown as FYI entries) are provided for informational purposes only, and are NOT a part of the STIP.

The STIP, which is multimodal, includes investments in various modes, such as transit, highways, and bicycle facilities. The STIP is the means of implementing the goals and objectives identified in Long-Range Regional and State Transportation Plans.

The Federal Planning Regulations as issued, are a direct outcome of the Transportation Equity Act for the 21st Century of 1998 (TEA-21), which sets guidelines for the development of TIPS and STIPs. The individual project entries in the document must contain the following information:

1. Project description, including sufficient detail to identify the project phase and, in non-attainment or maintenance areas, sufficient description to permit air quality analysis according to the U.S. Environmental Protection Agency's (EPA) conformity regulations.
2. Specific project budget, including:
 - Total cost
 - Federal share and source, by year
 - Other funding shares and sources, by year
3. Identification of the Americans With Disabilities Act implementation project elements.

The TIP/STIP is assessed for its impact on air quality. Based on this assessment, certain of these areas can be designated as non-attainment areas. In Connecticut, there is a severe ozone non-attainment area (essentially Fairfield County) and a serious non-attainment area (the rest of the State). The non-attainment areas are shown in Figure 2, entitled "Connecticut Non-attainment Status for Ozone." Using techniques that have been approved by the EPA, the program has been reviewed to determine if the plans and programs contained in the TIP/STIP, as proposed, will serve to reduce emissions of volatile organic compounds, oxides of nitrogen and carbon monoxide.

The flow chart (Figure 3) entitled "TIP/STIP Process," shows the entire TIP/STIP process, including the air quality assessment element.

SOURCE OF FUNDS

There are three sources of funds for this program: 1. Federal transportation appropriations, 2. The State Special Transportation Fund (primarily in the form of bond authorizations) and 3. A relatively small amount of local funds.

The Special Transportation Fund supports debt service on the state bonds issued to pay for transportation projects (matching federal funds) and it supports a small program of pay-as-you-go activities. The major sources of Special Transportation Fund dollars are the motor fuels tax and motor vehicle receipts, which, when combined, make up approximately 80 percent of the total fund revenue.



Federal funding is determined by federal surface transportation authorizations. The current surface transportation authorization is the Transportation Equity Act for the 21st Century of 1998 (TEA-21). This Act provides funding through Federal Fiscal Year 2003.

Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular program. After those computations are made, additional funds are distributed to ensure that each state will have a guaranteed return on its contribution to the highway trust fund, equaling 90.5 percent of the state's contribution. These funds are apportioned to the state under the Minimum Guarantee Program. While this is a separate apportionment, these funds are programmed in the STIP as Surface Transportation Program - Anywhere Funds.

Explanations of eligible uses of each category of funding, limitations, federal and state funding ratios, and availability are provided below:

Interstate Maintenance (90/10)

The Interstate Maintenance program provides federal funds to rehabilitate, restore, and resurface the Interstate highway system. The program will not fund reconstruction projects that add new travel lanes to the freeways unless the new lanes are High Occupancy Vehicle (HOV) lanes or auxiliary lanes. However, reconstruction of bridges, interchanges, and overpasses along existing Interstate routes, including the acquisition of right-of-way, may be funded under this program. These funds can only be used on Interstate highways. Federal funds can be used to pay for up to 90 percent of a project's cost.

National Highway System (80/20)

National Highway System (NHS) funds can be used for any type of improvement (new lanes, reconstruction, resurfacing, etc.) on roadways designated as part of the NHS. These include all the Interstate routes, as well as other freeways and specially designated "principal arterials". Qualified major roadways include: I-91, I-84, I-291, I-384, Route 2, Route 66, Route 9, Routes 5 & 15, Route 5, US 44, etc.

The eligibility guidelines for NHS funds are more flexible than the Interstate programs. Funds can be used for transit projects, ridesharing projects, or any other type of project in the travel corridor served by a NHS road, as long as it improves travel in the corridor. Funds can even be transferred to some of the Surface Transportation Programs (STP) as well (see STP sections on the next page).

The funding ratio for the NHS program is 80 percent federal funds to be matched by 20 percent state funds.

INTERSTATE TRADE-IN EASTERN CONN (85/15)

The Interstate Trade-In Program is a unique program that terminated at the end of federal fiscal year 1996. However, funds that have been authorized for it will remain available until utilized. The program provides funds to States and regions that previously chose not to build sections of the Interstate Highway System. Regions that "traded in" sections of Interstate are allowed to use the funds for other projects.

The only Trade-In funds still available to Connecticut are from the withdrawal of the original I-84 expressway through eastern Connecticut. The State proposes to use these funds to make roadway improvements in the towns in eastern Connecticut.

The funding ratio for the Interstate Trade-In Program is 85 percent federal funds to be matched by 15 percent state funds.

SURFACE TRANSPORTATION PROGRAMS

Under this broad program category are various sub-programs. These are listed in the STIP and are as follows:

STP-Urban Program (80/20)

The STP-Urban Program provides funds for projects not on the Interstate Highway System or the National Highway System. The funds are intended to benefit collector and minor arterial roads rather than the more critical principal arteries funded by the Interstate and NHS programs. However, to be eligible, a roadway must still be classified by the Federal Highway Administration (FHWA) as a collector or artery. Purely local roads, such as subdivision streets, are not eligible.

The STP-Urban Program provides funds for improvements to eligible roads in urban areas. The eligibility guidelines for STP-Urban funds are flexible. Funds can be used for a wide range of projects, such as roadway widening, roadway reconstruction, transit projects and ridesharing projects.

Fifty (50) percent of all STP funds are reserved for the STP-Urban Program. It is the largest of all the STP programs. Funds are allocated to states and regions according to a formula that is based on the population of the urban area. The funding ratio for the STP-Urban Program is 80 percent federal funds to be matched by 20 percent state and/or local funds.

STP-Small Urban Program (80/20)

This is simply a sub-category of the STP-Urban Program. The FHWA distinguishes between large urban areas (population over 200,000) and small urban areas (population between 50,000 and 200,000). The STP-Small Urban funds are for use in the small urban areas. All other program guidelines are the same as the STP-Urban program

STP-Anywhere Program (80/20)

Thirty (30) percent of STP funds can be used anywhere in a state, regardless of rural or urban designation. These funds are known as the STP-Anywhere funds and can be used for any type of transportation project. Since they are not allocated to specific urban areas or regions, ConnDOT usually determines where the funds will be spent.

The funding ratio for the STP-Anywhere Program is 80 percent federal funds to be matched by 0 percent state funds.

STP-Rural Program (80/20)

The STP-Rural category is simply a sub-category of the STP-Anywhere Program. A certain proportion of the STP-Anywhere funds must be spent in rural areas (population less than 5,000). The amount for rural areas is based on miles of roadway that were part of a previous federal program known as the rural secondary program. STP-Rural funds can be used for any type of transportation project.

The funding ratio for the STP-Rural Program is 80 percent federal funds to be matched by 20 percent state funds.

STP-Safety Program (80/20)

Ten (10) percent of all STP funds must be spent on safety improvement projects. ConnDOT uses a list of high accident rate locations to select and develop candidate projects for this program. Projects are also selected from ConnDOT's program to improve railroad grade crossings.

The funding ratio for the STP-Safety Program is 80 percent federal funds to be matched by 20 percent state funds.

STP-Enhancement Program (80/20)

The Transportation Enhancement Program was initially established in 1991 under the Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA stipulated that ten (10) percent of federal funds distributed to states through the Surface Transportation Program be dedicated to transportation enhancements. In 1998, the Transportation Equity Act for the 21st Century (TEA21) reaffirmed

its commitment to enhancing communities by continuing this Program. *The Department is assuming that this Program will be continued in the next Transportation Legislation.* This program is for projects that go above and beyond what is customarily considered part of a transportation activity. The enhancement activities must relate to the intermodal transportation system by reason of function or impact and must be encompassed in one of the twelve (12) federally eligible enhancement areas.

These include:

01. Provision of facilities for pedestrians and bicyclists.
02. Making available safety and educational activities for pedestrians and bicyclists.
03. Acquisition of scenic easements and scenic or historic sites.
04. Scenic or historic highway programs including provisions of tourist and welcome center facilities.
05. Landscaping and other scenic beautification.
06. Historic preservation.
07. Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals).
08. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
09. Control and removal of outdoor advertising.
10. Archaeological planning and research.
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.

ConnDOT selects the STP-Enhancement projects in consultation with all of the RPOs in the State. Each RPO submits its highest priority projects and ConnDOT selects from among the submittals.

The funding ratio for the STP-Enhancement Program is 80 percent federal funds to be matched by 20 percent local funds. Typically, the State does not provide the matching funds for this program.

BRIDGE REHABILITATION AND REPLACEMENT

This program category is divided into two subprograms, which are as follows:

Bridge Program: On System (80/20)

The primary federal bridge program is the "On System" Bridge Program. It provides funds to replace or rehabilitate bridges on eligible roads. To be eligible, a bridge must be on a road classified as a collector or higher. That is, it must be "on" the

Federal-Aid road system. ConnDOT has a program of regularly inspecting and rating the condition of bridges. Candidate projects are selected from the list of bridges with poor or fair condition ratings. Typically, municipal bridges are not considered in the selection process.

The funding ratio for the "On System" Bridge Program is 80 percent federal funds to be matched by 20 percent state funds.

Bridge Program: Off System (80/20)

Another, smaller federal bridge program is the "Off System" Bridge Program. It provides funds to replace or rehabilitate bridges that are not on the Federal-Aid road system. ConnDOT has a program of regularly inspecting and rating the condition of local, as well as State bridges. Candidate projects are selected from the list of local and State bridges with poor or fair condition ratings. Since most State roads are on the Federal-Aid road system, they are not qualified for this program. Many of the funded projects are municipal bridges.

The funding ratio for the "Off System" Bridge Program is 80 percent federal funds to be matched by 20 percent state funds.

High Priority Projects (80/20)

This is a new program under TEA-21. It makes available to Connecticut, approximately \$128 million in federal funding over the six-year life of TEA-21. The funds are for specific projects identified by Congress. These projects are commonly referred to as demonstration projects.

Congestion Mitigation and Air Quality Program (80/20)

Congestion Mitigation and Air Quality (CMAQ) is a program to address congestion and air quality problems. Funds must be used for projects that reduce congestion and/or vehicular emissions. The funds are intended to help achieve the goal of the CAAA. In determining project eligibility under these criteria, priority should be given to implementing those projects and programs that are included in an approved State Implementation Plan (SIP) as a Transportation Control Measure (TCM) and will have air quality benefits. All CMAQ-funded projects and programs require an assessment and documentation of air quality benefits by the State.

Some examples of CMAQ-eligible projects are:

- Programs for improved public transit
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high-occupancy vehicles (HOV)

- Employer-based transportation management plans, including incentives
- Traffic flow improvement programs that achieve emission reductions
- Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service
- Programs for the provision of all forms of high-occupancy, shared-ride services
- Sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of cyclists, in both public and private areas
- Employer-sponsored programs to permit flexible work schedules

The CMAQ Program provides approximately \$1 billion nationwide, annually for six years. Each state is guaranteed at least 0.5 percent of the annual CMAQ apportionment. The remainder of CMAQ funds is apportioned to states for areas that do not meet the National Ambient Air Quality Standards (non-attainment areas), based on a legislative formula specified in TEA-21. This formula takes into account the severity of the air pollution problems in each state, as well as the population in areas that do not meet air quality standards for ozone. Many CMAQ projects can qualify for 100 percent federal funding.

FTA Section 3037 Job Access and Reverse Commute Grants (80/20)

This is a new program under TEA-21. Its goal is to provide funds for transportation services designed to transport welfare recipients to and from jobs and activities related to their employment.

FTA Section 5309 (Formerly Section 3) Capital Funding Program (80/20)

The Federal Transit Administration (FTA) administers several transit funding programs. The Section 5309 Program provides capital funding for the establishment of new rail projects (New Starts: 40%), the improvement and maintenance of existing rail and other fixed guideway systems (Rail Modernization: 40%), and the rehabilitation of bus systems (Bus and Other: 20%).

The "new-start" funds are all awarded on a discretionary basis. Proposed new rail services must compete against proposals from other areas of the country. The FTA will pay 80 percent of the total project costs for projects funded through Section 5309. State and local governments are required to fund 20 percent of project costs, although they are permitted and expected to provide a larger local share.

FTA Section 5307 (Formerly Section 9) Capital and Subsidy (Operating) Program (80/20)

The FTA Section 5307 funds are primarily for capital assistance projects, such as the purchase of new buses. However, a small portion of the funds is reserved to help defray transit operating expenses.

The primary distinction of this program is that the funds are allocated to individual urbanized areas according to a formula based on the size of the population. However, the Section 5307 funds, apportioned to Connecticut's Urbanized Areas (UZAs), are pooled and then first applied to the highest priority bus needs, as reflected in the various TIPS and the STIP. The pooling of Section 5307 funds has proven to be extremely beneficial to the bus transit operators across the State, because sufficient federal and State funding has been made available in a timely manner to acquire replacement buses, when and where needed. In those years when the bus replacement and/or fixed facility needs for a particular UZA were satisfied, the Section 5307 funds were programmed for priority bus projects in other UZAs. When the priority bus needs had been satisfied, the uncommitted funds were programmed for New Haven Line capital projects. The programming of funds in the TIPS and the STIP continues to reflect this philosophy.

ConnDOT provides the non-federal share of FTA capital grants for maintenance facilities and the purchase of replacement buses for all the local bus systems in Connecticut, including Connecticut Transit.

All specific provisions of FTA Circular 9030.1A, Chapter III, Paragraph III-4, which identifies the requirements applicable to the transfer of the apportionment between and among urbanized areas, will be adhered to.

The capital program requires a 20 percent non-federal match. Federal regulations restrict the amount that can be used for operating assistance.

FTA Section 5310 (Formerly Section 16) Capital Program (80/20)

The FTA Section 5310 Program provides capital assistance to nonprofit organizations that provide specialized transportation services to elderly persons and persons with disabilities. In 1992, the program was expanded to make grants available to public agencies approved by the State to coordinate services for the elderly and disabled.

The basic matching ratio for capital grant projects is 80 percent federal and 20 percent local.

**FTA Section 5311 (Formerly Section 18) Capital & Operating Program
(Funding Ratios Vary)**

The FTA Section 5311 Program provides funds to assist in the development, improvement and use of public transportation systems in non-urbanized and small urban areas. The funds are used in the following ways:

1. To reimburse the five rural transits districts for operating administrative deficits on a 50/33/17 (federal/state/local) matching ratio.
 2. For Section 5311 transit operators to purchase wheelchair accessible vans and small buses on an 80/20 (federal/state) ratio.
 3. For transit research, technical assistance, training and related support services, including eligible Section 5310 recipients, using 100 percent federal funds.
-

FINANCIAL PLAN

The STIP for FFY 2003, 2004 and 2005 contains approximately 500 projects in 26 federal funding categories. It programs \$1,699 million in federal funds that will be matched by \$685 million in State funds and \$42 million in local funds, for a total investment of \$2,426 million. Of the \$685 million in state funds, \$405 million is being programmed for Public Transportation operating assistance. Within transportation modes, a total of \$1,616 million (67%) will be used for highway and bridge capital programs and a total of \$810 million (33%) will be used for transit (rail, bus, and rideshare) capital and operating costs.

Federal authorizations for FFY 2003, 2004 and 2005 are estimated as constant values based on TEA-21 authorization levels. The preponderance of federal funds will be matched from state funding resources. A relatively small amount of federal funds will be matched by town/city governments.

State resources are sufficiently available to match federal dollars, as shown by Connecticut's nineteen-year record of financing its Transportation Renewal Program. All available federal funds have been matched during this period (1983-2001).



Connecticut's Special Transportation Fund (STF) was established by the 1983 State legislature to finance the State's share of the Transportation Infrastructure Renewal Program. This fund is needed to pay the operating expenses of the Department of Transportation; the State (100%) funded infrastructure improvement projects and the interest and principal due from the sale of bonds. The sale of bonds has been consistently at a level sufficient to match available federal funds.

The major sources of STF funds are the motor fuel tax and the motor vehicle receipts which, combined, make up approximately 80 percent of the total fund revenue. Revenue sources and expenditure of the STF are shown in Figure IV.

The TIP/STIP is financially constrained and the spending plan is based on reasonable projections of available resources. The following tables provide the estimated authorization levels and corresponding STIP program for each federal funding source for each of the three years of this TIP/STIP. These tables also demonstrate that the program is financially constrained by showing the balance of each funding category (Authorization vs. STIP).

TEA21 FFY2003-FFY2005 AUTHORIZED VERSUS ENDORSED STIP (000's)

HIGHWAY PROGRAMS

<u>FUNDING CATEGORY</u>	<u>ESTIMATED</u> <u>AUTHORIZN</u> <u>FFY 2003</u>	<u>ENDORSED</u> <u>STIP</u> <u>FFY 2003</u>	<u>BALANCE TO</u> <u>PROGRAM</u> <u>FFY 2003</u>	<u>ESTIMATED</u> <u>AUTHORIZN</u> <u>FFY 2004</u>	<u>ENDORSED</u> <u>STIP</u> <u>FFY 2004</u>	<u>BALANCE TO</u> <u>PROGRAM</u> <u>FFY 2004</u>	<u>ESTIMATED</u> <u>AUTHORIZN</u> <u>FFY 2005</u>	<u>ENDORSED</u> <u>STIP</u> <u>FFY 2005</u>	<u>BALANCE TO</u> <u>PROGRAM</u> <u>FFY 2005</u>
<u>BRIDGE REHABLTN & REPLCMNT</u>	109,267	60,000	49,267	109,267	60,000	49,267	109,267	60,000	49,267
<u>CONGSTN MITGTN & AIR QUALITY</u>	43,823	37,844	5,979	43,823	20,567	23,256	43,823	8,365	35,458
<u>FERRY BOAT DISCRETIONARY</u>	0	0	0	0	0	0	0	0	0
<u>HISTORIC COVERED BRIDGE PRESERVATION PROG.</u>	0	0	0	0	0	0	0	0	0
<u>HIGH PRIORITY PROJECTS</u>	33,093	33,093	0	18,870	18,870	0	3,766	3,766	0
<u>INTERSTATE</u>	495	495	0	0	0	0	0	0	0
<u>INTERSTATE MAINTENANCE</u>	63,476	22,819	40,657	63,476	42,509	20,967	63,476	40,331	23,145
<u>INTERSTATE MAINTENANCE DISCRETIONARY</u>	0	0	0	0	0	0	0	0	0
<u>INTERSTATE TRADE-IN EASTERN CONN</u>	0	0	0	16,824	16,824	0	0	0	0
<u>MINIMUM GUARANTEE</u>	0	0	0	0	0	0	0	0	0
<u>NATIONAL HIGHWAY SYSTEM</u>	58,609	86,048	(27,439)	58,609	109,521	(50,912)	58,609	108,801	(50,192)
<u>RECREATIONAL TRAILS</u>	0	0	0	0	0	0	0	0	0
<u>SCENIC BYWAYS</u>	0	0	0	0	0	0	0	0	0
<u>SURFACE TRANSPRTN PROGRAM *</u>	148,201	221,185	(72,984)	148,201	196,515	(48,314)	148,201	192,568	(44,367)
<u>TOTALS:</u>	<u>456,964</u>	<u>461,484</u>	<u>(4,520)</u>	<u>459,070</u>	<u>464,806</u>	<u>(5,736)</u>	<u>427,142</u>	<u>413,831</u>	<u>13,311</u>

*Note: Includes Minimum Guarantee Authorization

TABLE 1

TEA21 FFY2003-FFY2005 AUTHORIZED VERSUS ENDORSED STIP (000's)

PUBLIC TRANSIT PROGRAMS

<u>FUNDING CATEGORY</u>	<u>ESTIMATED</u> <u>AUTHORIZN</u> <u>FFY 2003</u>	<u>ENDORSED</u> <u>STIP</u> <u>FFY 2003</u>	<u>BALANCE TO</u> <u>PROGRAM</u> <u>FFY 2003</u>	<u>ESTIMATED</u> <u>AUTHORIZN</u> <u>FFY 2004</u>	<u>ENDORSED</u> <u>STIP</u> <u>FFY 2004</u>	<u>BALANCE TO</u> <u>PROGRAM</u> <u>FFY 2004</u>	<u>ESTIMATED</u> <u>AUTHORIZN</u> <u>FFY 2005</u>	<u>ENDORSED</u> <u>STIP</u> <u>FFY 2005</u>	<u>BALANCE TO</u> <u>PROGRAM</u> <u>FFY 2005</u>
<u>FTA SECTION 5307C CAPITAL</u>		49,494			45,644			48,180	
<u>FTA SECTION 5307E ENHANCEMENTS</u>		344			344			344	
<u>FTA SECTION 5307O SUBSIDY</u>		4,157			4,157			4,157	
<u>SUBTOTALS:</u>	54,188	53,995	193	54,188	50,145	4,043	54,188	52,681	1,507
<u>FTA SECTION 5307P CAPITAL CARRYOVER</u>	0	0	0	0	0	0	0	0	0
<u>FTA SECTION 5307Q EARMARK</u>	34,000	34,000	0	0	0	0	0	0	0
<u>FTA SECTION 5307R ENHANCEMENTS CARRYOVER</u>	0	0	0	0	0	0	0	0	0
<u>FTA SECTION 5307S FLEX FUNDS **</u>	17,809	17,809	0	7,520	7,520	0	0	0	0
<u>SECTION 5307 TOTALS:</u>	105,997	105,804	193	61,708	57,665	4,043	54,188	52,681	1,507
<u>FTA SECTION 5309A FGM CAPITAL</u>	38,695	38,000	695	38,695	38,000	695	38,695	39,840	(1,145)
<u>FTA SECTION 5309B FGM CARRYOVER</u>	0	0	0	0	0	0	0	0	0
<u>FTA SECTION 5309C FGM CAPITAL (Region 10)</u>	1,836	0	1,836	1,836	0	1,836	1,836	0	1,836
<u>FTA SECTION 5309D FGM CARRYOVER (Region 10)</u>	0	0	0	0	0	0	0	0	0
<u>FTA SECTION 5309F BUS (All Earmark)</u>	0	0	0	0	0	0	0	0	0
<u>FTA SECTION 5309G BUS CARRYOVER (All Earmark)</u>	0	0	0	0	0	0	0	0	0
<u>FTA SECTION 5309P NEW START</u>	0	0	0	0	0	0	0	0	0
<u>FTA SECTION 5309Q NEW START CARRYOVER</u>	0	0	0	0	0	0	0	0	0
<u>SECTION 5309 TOTALS:</u>	40,531	38,000	2,531	40,531	38,000	2,531	40,531	39,840	691
<u>FTA SECTION 5310C CAPITAL FOR SERVICES TO E&D</u>	1,050	880	170	1,050	880	170	1,050	960	90
<u>FTA SECTION 5311C&O CAPITAL & OPERS FOR NON-URBAN AREAS</u>	2,161	1,249	912	2,161	1,807	354	2,161	1,852	309
<u>FTA SECTION 3037G JOB ACCESS GRANTS</u>	3,500	3,500	0	3,500	3,500	0	3,500	3,500	0
<u>OTHER SECTIONS TOTALS:</u>	6,711	5,629	1,082	6,711	6,187	524	6,711	6,312	399
<u>UNADJUSTED AUTHORIZED LEVEL STIP TOTALS:</u>	153,239	149,433	3,806	108,950	101,852	7,098	101,430	98,833	2,597
<u>Less FTA Sec 5307 Flex Funds (CMAQ & HPP) **</u>	(17,809)	(17,809)	0	(7,520)	(7,520)	0	0	0	0
<u>AUTHORIZED LEVEL STIP TOTALS:</u>	135,430	131,624	3,806	101,430	94,332	7,098	101,430	98,833	2,597

TEA21 FFY2003-FFY2005 AUTHORIZED VERSUS ENDORSED STIP (000's)

TABLE 2

PROJECT SELECTION CRITERIA

Within Transportation Management Areas (TMAs), urban areas over 200,000 population, projects eligible for assistance under all Title 23 of the United States Code (23 U.S.C.) and FTA Programs (including STP and CMAQ), except those on the NHS or under the Bridge and Interstate Maintenance Programs, selection is by the MPO in **consultation** with the State. For projects on the NHS or funded under the Bridge or Interstate Maintenance Programs, selection is by the State in **cooperation** with the MPOs.

Title 23 of the United States Code contains federal laws that have been codified or arranged systematically. Title 23 is titled "Highways" and includes most of the laws that govern the Federal-Aid Highway Program. As new highway acts are passed, 23 U.S.C. is amended.

In all other Urbanizes Areas (UZAs), project selection is by the State in **cooperation** with the MPOs.

In all of the Rural and Urban Areas under 50,000 population, project selection is by the State in **cooperation** with the local officials, unless the projects are on the NHS or are funded under the Bridge and Interstate Maintenance Programs, in which case they are chosen by the State in **consultation** with local officials.

The TIP/STIP can only contain projects consistent with the statewide and regional long-range plans.

CONSISTENCY WITH PLAN

As required by the Transportation Equity Act for the 21st Century of 1998 (TEA-21), the STIP (and TIPs) is drawn from conforming long-range transportation plans. The State Long-Range Plan (LRP) has been prepared in accordance with the provisions of Title 23, Section 135 of United States Code, as amended by TEA-21. The LRP considers various transportation modes and issues and covers a twenty-year period.

The five strategic goals of the Department of Transportation are outlined within the LRP. The goals are as follows:

- Ensure safety
- Maintain the existing transportation system
- Increase system productivity
- Promote economic development and
- Provide required capacity

The LRP points out that the first three goals are the focal point for transportation resources, as Connecticut transitions from the catch-up program of the 1980s to a program targeted more at the maintenance and efficiency of the existing system. Resources will be made available to meet targeted economic development needs and to provide limited added capacity where required. The whole transportation system, including highway, bridge, rail, bus, airport and waterway, will be given fair consideration in achieving the goal of utilizing all available funds effectively.

ADOPTION SCHEDULE AND PUBLIC INVOLVEMENT PROCESS

The flow chart (Figure 3) entitled "TIP/STIP Process" depicts the process from start to finish. The Bureaus of Engineering and Highway Operations and Public Transportation submit their respective list of suggested projects detailing project phases that can be scheduled for the three-year period. The Bureau of Policy and Planning then prepares a draft STIP containing the recommended projects. After internal review, the draft STIP/TIP is sent to the MPOs. This draft is reviewed by the MPOs and any changes and additions are considered in the preparation of the final draft. The Department then performs the preliminary air quality assessment for the total program and CMAQ projects.

When all this preliminary activity is complete, the final draft STIP/TIP is then available for public review. Prior to any public informational meetings, a legal notice is placed in several of Connecticut's major daily newspapers. This notice announces that the draft STIP is available for public inspection and comment at the various local regional planning agencies, and at the Connecticut Department of Transportation Headquarters in Newington, Connecticut. Also, several of Connecticut's MPOs have agreed to include in their Public Information Meeting Notice that an opportunity will be provided to review and discuss the draft STIP at the public meeting for their TIPs. Rural Regional Planning Organizations also will publicize the opportunity to meet and discuss the draft STIP document.



The draft STIP public comment period will last a minimum of 30 days. After review and consideration of all public comments, a final version of the STIP will be prepared and submitted to the FHWA and the FTA for their approval. Explicit consideration and response will be given to public input, and all who submit written comments will be notified of the availability of the final approved document.



As a result of these efforts to promote public involvement, ConnDOT received a number of comments. These comments were considered and responses were provided.



AIR QUALITY CONFORMITY FINDING



On November 24, 1993, the US Department of Environmental Protection (EPA) published the Final Air Quality Conformity Rule. Also, in November 1993, the final ISTEA regulations to statewide and metropolitan planning went into effect. These federal regulations specified key links between the mandates of ISTEA and CAAA. The Conformity Rule established the requirements that will ensure that TIPS and Long Range Transportation Plans conform to the SIPs. Connecticut is currently developing state regulations which will define, in state law, each Agency's responsibilities and will ensure both a high level of interagency cooperation and opportunity for public participation.

Connecticut is governed by the Final Conformity Rule, procedures and criteria as outlined in the August 15, 1997 Final Rule. During this period, four tests must be met:

1. Future transportation emissions must be lower than they were in 1990.
2. Action emissions must be less than all 2007 Budgets (VOC and NOx) for years 2007, 2015 and 2020.
3. CO emissions must be less than 1996 Budgets.
4. For CO emissions, transportation emissions for the last year of the Maintenance Period must be less than the budgets established in the attainment demonstration.

The latest Conformity Determination, which was conducted for the Transportation Plan and Program, is based on the above Final Rule. The implementing of these procedures has been worked out through a cooperative effort of the Regional Planning Organizations, the EPA, FTA, FHWA, ConnDOT and the Connecticut Department of Environmental Protection (ConnDEP).

The Conformity Determination is found in the separate document entitled "Connecticut Department of Transportation - Air Quality Conformity Report - April 2002." The Program and Plan were found to be in conformance.

FIGURES

FIGURE I CT MAP - REGIONAL PLANNING ORGANIZATIONS (RPOs)

FIGURE II CT MAP - NON-ATTAINMENT STATUS FOR OZONE

FIGURE III TIP/STIP PROCESS FLOW CHART

FIGURE IV CONNECTICUT SPECIAL TRANSPORTATION FUND
(Estimated Revenue and Total Estimated Expenditures)

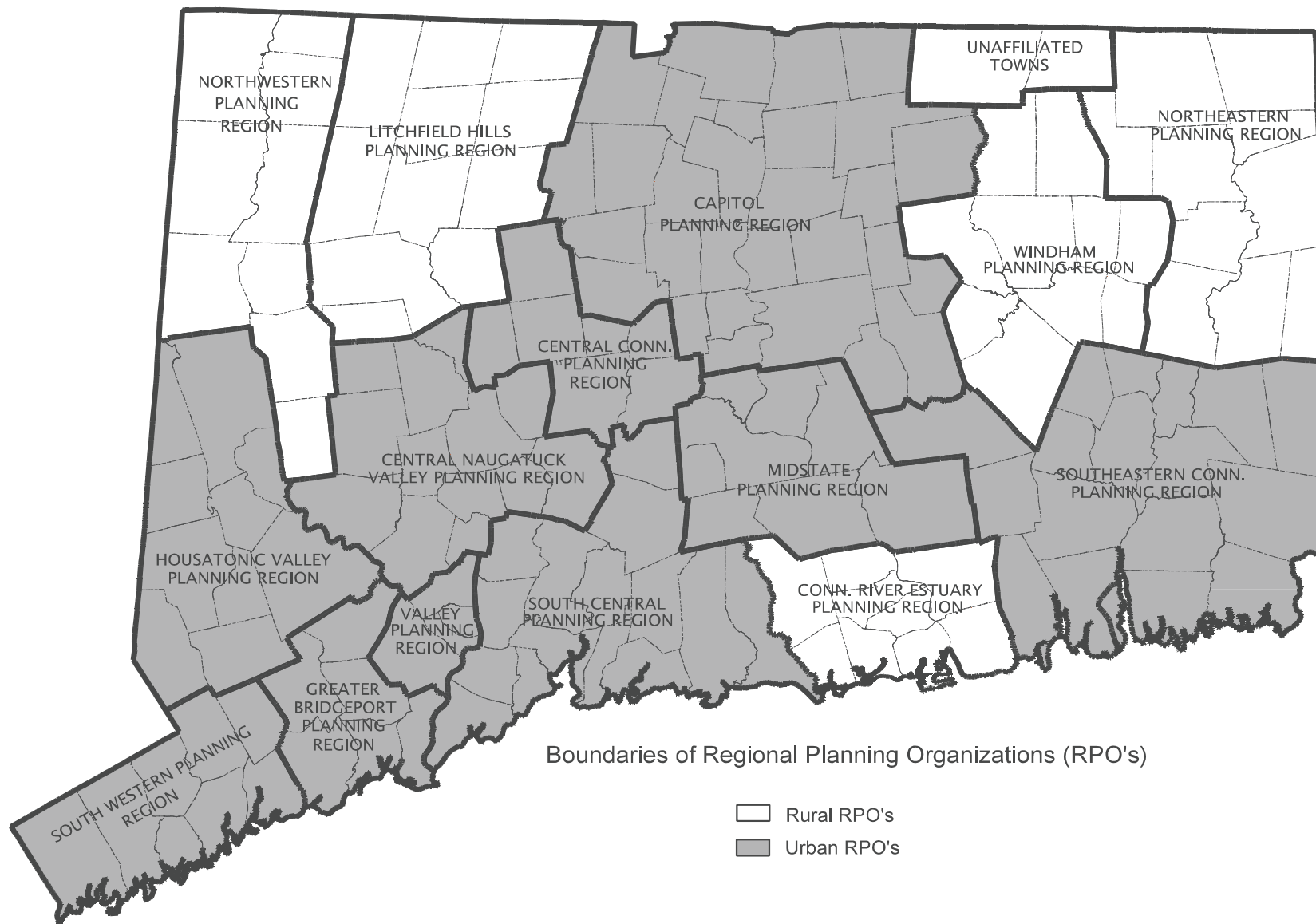


FIGURE I

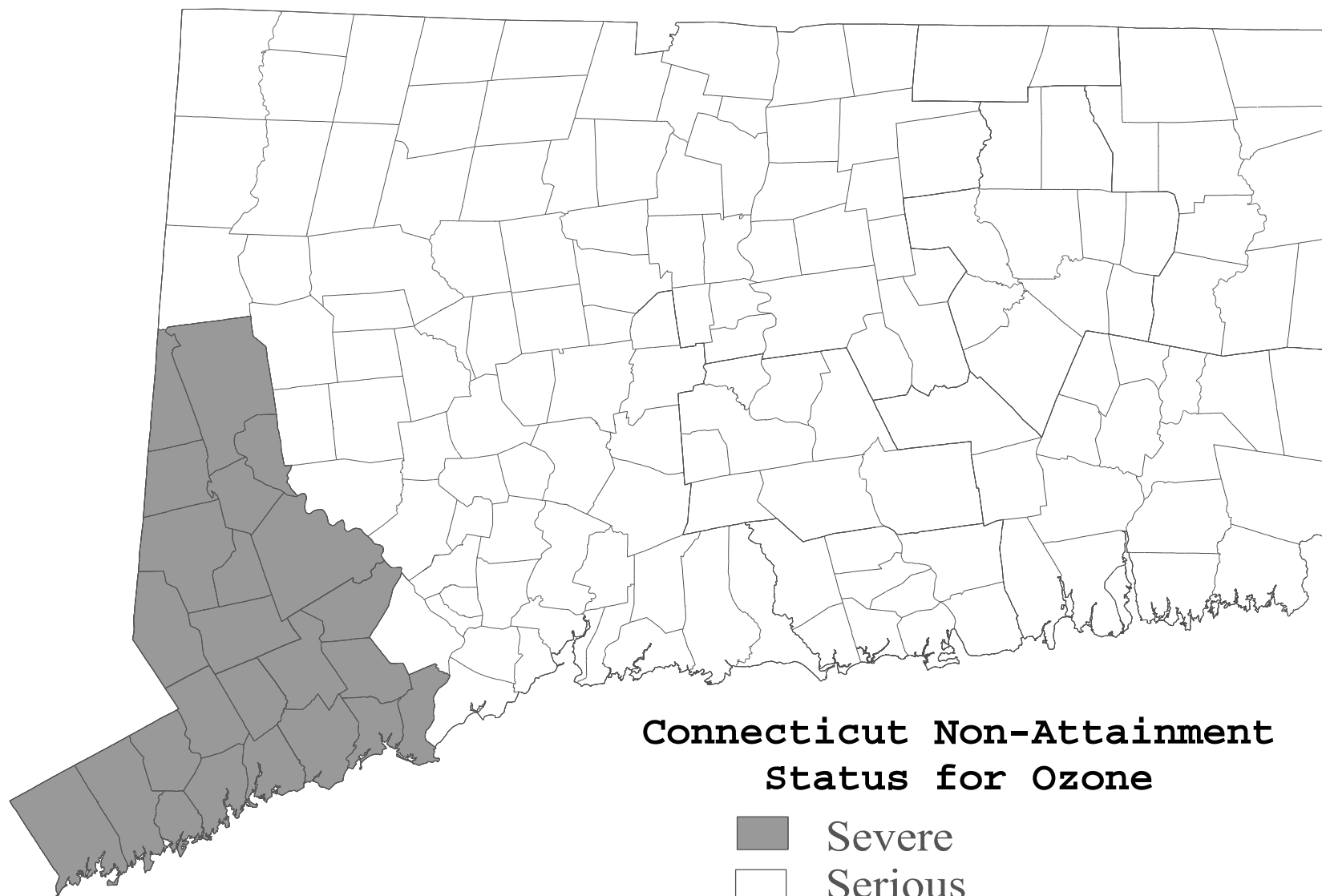


FIGURE II

TIP/STIP PROCESS

This flow chart depicts the process which was used to develop the current TIP/STIP. Attached is a list of twenty-eight activities that match the numbers shown next to each of the nodes in the flow chart.

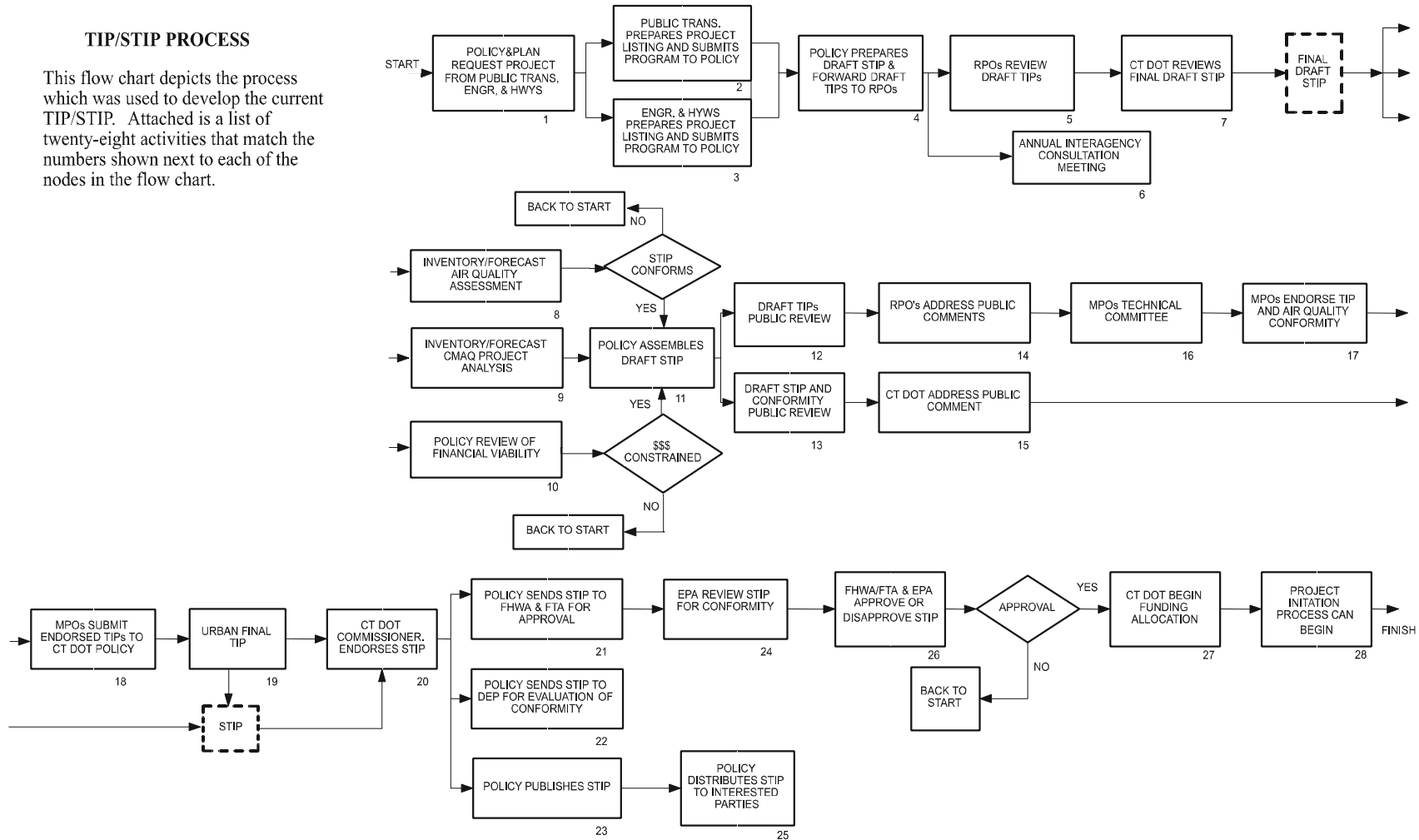


FIGURE III

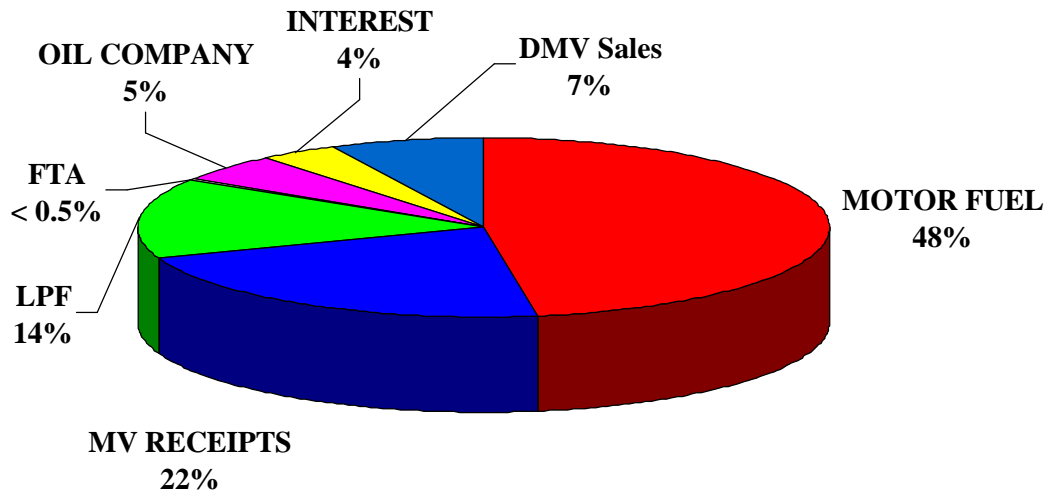
TIP/STIP PROCESS - FIGURE III NODE DESCRIPTIONS

1. Policy prepares a memo, for the signature of the Bureau Chief of Policy and Planning, requesting the assistance of the Bureau of Public Transportation and Bureau of Engineering and Highway Operations in the preparation of the STIP. Memo is sent to the Bureau Heads.
2. Public Transportation prepares a draft list of projects to be initiated in the next three-year period. The list is generated from the Bureau's Twenty-year Capital Program and must be fiscally constrained to the Federal Authorization level. The draft listing is forwarded to Policy.
3. Engineering and Highway Operations prepares a draft list of projects to be initiated in the next three-year period. The list is generated from the Bureau's current Obligation Plan and must be fiscally constrained to the Federal Authorization level. The draft list is forwarded to Policy.
4. Policy receives the draft lists from the Bureau of Public Transportation and the Bureau of Engineering and Highway Operations, and reviews the program for consistency with long range plans. Policy develops a draft STIP, which includes statewide projects, district-wide projects and other multi-regional projects. Next, Policy checks the program for fiscal restraints, sorts the program by region and then transmits to each region their portion of the program.
5. Regions review the draft list of projects sent by ConnDOT, and prepare comments. At this time, any differences in proposed projects between the regions and ConnDOT are resolved. This mutually agreed to list is then forwarded to ConnDOT.
6. Annual "Interagency Consultation Meetings" are held in each of the non-attainment areas. Each meeting provides an opportunity to discuss air quality modeling procedures and project selection criteria (see attach draft regulations).
7. ConnDOT reviews draft lists of projects received from regions and re-assembles the STIP, checks for fiscal constraint and produces the DRAFT STIP.
8. Policy provides Office of Inventory and Forecasting with DRAFT STIP. Inventory and Forecasting conducts air quality assessment and prepares conformity report.

9. Policy provides Office of Inventory and Forecasting a list of STIP CMAQ projects. Inventory and Forecasting conducts a CMAQ project analysis and prepares a CMAQ Project Summary Report.
10. Final STIP fiscal constraint issues resolved, if any.
11. Policy assembles DRAFT STIP, all projects and narrative combined into a complete document, printed and published.
12. Draft regional TIPs and Conformity Report made available for public review and comment.
13. Draft STIP and Conformity Report made available for public review and comment.
14. RPOs address all comments provided by the public concerning the regional TIP and Conformity Report.
15. ConnDOT addresses all comments provided by the public concerning the Statewide TIP and Conformity Report.
16. MPO technical committees meet to discuss draft TIP and Conformity Report, and make recommendation to MPO board.
17. MPO boards review draft TIP, Conformity Report and technical committee recommendation. MPO takes action to endorse TIP and Conformity Report, and make an Air Quality Statement.
18. MPOs submit endorsed TIP and Air Quality Statement to ConnDOT office of Policy for processing.
19. Policy reviews endorsed TIP against agreed to list of projects. If in agreement, reassembles STIP and develops fiscal constraint tables.
20. Commissioner endorses STIP.
21. Policy transmits to FHWA and FTA (EPA through FHWA), final STIP and copies of each MPO endorsed TIP. Request federal approval of program.
22. Policy sends STIP and Conformity Report to ConnDEP for evaluation of conformity.
23. Policy publishes final STIP.

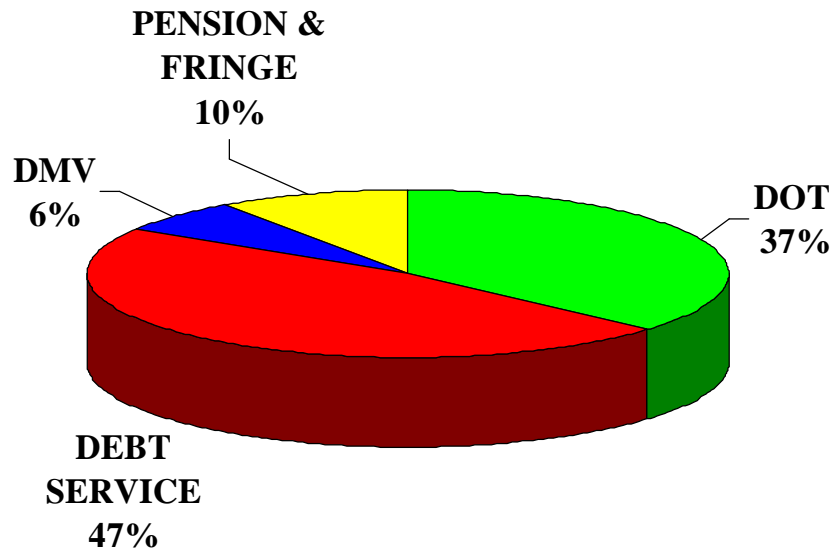
24. EPA reviews STIP for conformity, provides comments to FHWA.
 25. Policy distributes a copy of the final STIP to interested parties.
 26. FHWA, FTA and EPA approve or disapprove the STIP and the Conformity Report.
 27. ConnDOT begins the obligation of funds for projects.
 28. ConnDOT begins the project initiation process.
-

**SPECIAL TRANSPORTATION FUND
FY2003 ESTIMATED REVENUE**



ESTIMATED REVENUE = \$886.0 MILLION

**SPECIAL TRANSPORTATION FUND
TOTAL ESTIMATED EXPENDITURES FY2003**



**ESTIMATED EXPENDITURES = \$887.4 MILLION
DOT = 37% of FUND TOTAL**

FIGURE IV

APPENDICES

APPENDIX A GLOSSARY OF TERMS USED IN 2003 STIP

APPENDIX B ENDORSED 2003 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

APPENDIX C ENDORSED 2003 STIP - REQUIRED APPROVALS FOR STATEWIDE AND
DISTRICTWIDE PROJECTS

APPENDIX D PUBLIC INVOLVEMENT, REVIEW AND ENVIRONMENTAL JUSTICE

GLOSSARY OF TERMS USED IN 2003 STIP

Region:

- 01 SOUTH WESTERN
- 02 HOUSATONIC VALLEY
- 03 NORTHWESTERN
- 04 LITCHFIELD HILLS
- 05 CENTRAL NAUGATUCK VALLEY
- 06 VALLEY
- 07 GREATER BRIDGEPORT
- 08 SOUTH CENTRAL CT
- 09 CENTRAL CT
- 10 CAPITOL
- 11 MIDSTATE
- 12 CT RIVER ESTUARY
- 13 SOUTHEASTERN CT
- 14 WINDHAM
- 15 NORTHEASTERN
- 16 UNDEFINED TOWNS
- 70 STATEWIDE PROJECTS
- 71 DISTRICTWIDE PROJECTS - DISTRICT 01
- 72 DISTRICTWIDE PROJECTS - DISTRICT 02
- 73 DISTRICTWIDE PROJECTS - DISTRICT 03
- 74 DISTRICTWIDE PROJECTS - DISTRICT 04
- 75 SERIOUS NON-ATTAINMENT AREAS PROJECTS
- 76 SEVERE NON-ATTAINMENT AREAS PROJECTS

FACodes - MAJOR FUNDING CATEGORIES:

FEDERAL TRANSIT ADMINISTRATION

- SECTION 5307C - Capital Funding Programs
- SECTION 5307E - Transit Enhancements Funding Programs (Set-Aside)
- SECTION 5307O - Operating Subsidy Funding Programs
- SECTION 5307P - Carryover - Capital Funding Programs
- SECTION 5307R - Carryover - Transit Enhancements Funding Programs
- SECTION 5307S - Flex Funds
- SECTION 5309A - Fixed Guideway Modernization Capital Funding Programs
- SECTION 5309B - Carryover - Fixed Guideway Modernization Capital Funding Programs
- SECTION 5309C - Fixed Guideway Modernization Capital Funding Programs (Region 10)

SECTION 5309D - Carryover - Fixed Guideway Modernization Capital Funding Programs (Region 10)
SECTION 5309F - Bus Funding Programs
SECTION 5309G - Carryover - Bus Funding Programs
SECTION 5309P - New Start Funding Programs
SECTION 5309Q - Carryover - New Start Funding Programs
SECTION 5310C - Capital Funding Programs (Services to Elderly and Disabled)
SECTION 5311C - Capital for Non-Urbanized and Small Urban Areas)
SECTION 5311O - Operating Subsidy for Non-Urbanized Areas
SECTION 5311P - Carryover for Non-Urbanized Areas
SECTION 5311R - Carryover of 5310 Capital Funds Transferred to 5311
SECTION 5311T - Rural Transportation Assistance Programs (RTAP)
SECTION 3037G - Job Access and Reverse Commute Grants Programs

FEDERAL HIGHWAYS ADMINISTRATION

BRIDGE REHABILITATION AND REPLACEMENT

BRX - Bridge On System Programs
BRZ - Bridge Off System Programs

SURFACE TRANSPORTATION PROGRAMS

STPA - STP Anywhere Programs
STPB - STP Bridgeport Programs
STPH - STP Hartford Programs
STPNH - STP New Haven Programs
STPO - STP Other Urban Programs
STPR - STP Rural Programs
STPSP - STP Springfield Programs
STPT - STP Enhancement Programs
STPU - STP Designation used by the Capitol Region, indicating that a Project or Group of Projects will be funded from an undetermined combination of the STPH, STPS and STPO Programs.
STPXZ - STP Safety Hazards Programs

ALL OTHER FHWA PROGRAMS

CMAQ - Congestion Mitigation and Air Quality Programs
FBD - Ferry Boat Discretionary Programs
HPP - High Priority Programs
HCBPP - Historic Covered Bridge Preservation Programs
I - Interstate Highway System Programs
I-M - Interstate Maintenance Programs
I-MD - Interstate Maintenance Discretionary Programs
IXE - Interstate Trade-In Eastern Conn
MG - Minimum Guarantee Programs
NHS - National Highway System Programs
RT - Recreational trails Programs
SB - Scenic Byways Programs

Proj#:

CT DOT Assigned Project Number

Rte/Sys:

Route Number or Transit System where Project is located.

Town:

Town name or 'Statewide' indication.

Description:

Project Description.

Phase:

Identification of Project Phase -

PE Preliminary Engineering
ROW Rights Of Way
CON Construction
OTH Other Activities
ACQ Capital Acquisition Activities
ALL All Phases

Year:

STIP Year - The Year the Project is expected to be Obligated.
(Stip Year,i.e., 2003,2004 & 2005 or FYI-for all Years outside
of the STIP)

Tot\$(000):

Total Project Dollars in Thousands.

Fed\$(000):

Federal Dollars in Thousands.

Sta\$(000):

State Dollars in Thousands.

Loc\$(000):

Other than State or Federal Dollars, typically Town Dollars in Thousands.

CLICK HERE
FOR ENDORSED 2003 STIP PROJECTS

APPENDIX B

PROJECTS REQUIRING MULTI-REGIONAL APPROVAL

Projects requiring multi-regional endorsement, such as the 0170, 0171, 0172, 0173, 0174, 0175 and 0176 series, appear only once in the STIP. Each region was provided with a listing of all the multi-regional projects. In addition, a matrix of these projects, as related to the regions involved, was provided for endorsement action. An endorsed project appears only once in the STIP under the appropriate federal program category with an identifier that does not apply to any one specific region. A completed matrix, containing a record of all endorsements, is maintained by the Department and is included as a part of APPENDIX C.

[CLICK HERE FOR MULTI-REGIONAL PROJECTS](#)

APPENDIX C

Public Involvement, Review and Environmental Justice

The Connecticut Department of Transportation (ConnDOT) has an extensive guide for "Establishing A Public Partnership in the Development of Transportation Programs and Projects". It is dated November 1995 and is available for review at the ConnDOT headquarters in Newington. This guidance was used in the development of the Statewide Transportation Improvement Program (STIP) and the Programs and Projects contained therein. Also, all recommendations contained in the Federal Planning Regulations concerning public involvement were adhered to. As guidelines for Environmental Justice are developed by FHWA, they will be formerly included in this Public Partnership guide.

In the interim, to address Environmental Justice and to ensure an opportunity for public involvement by all, the following was completed.

A legal notice was placed in the following fourteen Connecticut newspapers:

- The Connecticut Post
- The Chronicle
- The Day
- The Hartford Courant
- The Middletown Press
- The New Haven Register
- The Register Citizen
- The Northeast Minority News
- The Waterbury Republican-American
- The Journal Inquirer
- The Norwalk Hour
- The Advocate
- The News Times
- The Hartford Inquirer

The notice stated that the STIP would be available for public review for a period of thirty days between April 15 and May 15, 2002, at ConnDOT's Administration Building in Newington and at all 15 Regional Planning Organizations (RPO). The notice also stated that two Public Informational Meetings were scheduled for April 29, 2002 at 12:00 p.m. and at 7:00 p.m. The newspaper notice also stated that comments concerning the STIP could be addressed to ConnDOT for consideration and response. A copy of this notice is included in this Appendix.

Additionally, ConnDOT requested that the Regional Planning agencies piggyback the STIP onto their TIP Public Involvement Process. As a result, 10 of the 15 Regions accommodated the Department in this endeavor. Essentially, their Public Notice for the TIP stated the STIP would also be available for review and comment. The following 10 Regions participated:

- South Central Regional Council of Governments
- Housatonic Valley Council of Elected Officials
- Midstate Regional Planning Agency
- Central Connecticut Regional Planning Agency

Central Naugatuck Valley Council of Governments
Southeastern Connecticut Council of Governments
Connecticut River Estuary Regional Planning Agency
South Western Regional Planning Agency
Capitol Region Council of Governments

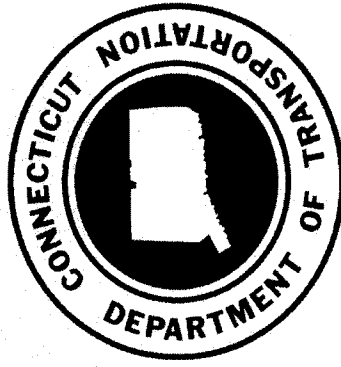
A news release was prepared which contained all of the information included in the legal notice, along with additional background about the STIP, and examples of some of the major projects contained in the STIP. This release was provided to all 20 Connecticut daily newspapers, over 75 Connecticut radio stations, and all Connecticut television stations. A copy of this news release is included.

As in the past, all 15 RPOs were canvassed to obtain from them address of any minority, special interest and/or neighborhood groups they had compiled for their region. In addition, ConnDOT had previously compiled the address of the members of several Neighborhood Revitalization Groups. In all, combined with its previously maintained list, over 1000 STIP informational pamphlets were mailed, which mirrored the legal notice. A copy of this brochure is included.

The STIP and regional TIP/STIP meetings were sparsely attended. There were a total of 11 people who attended the public informational meetings for the STIP at ConnDOT. Comments, both verbal and written, have been responded to.

In an effort to increase public involvement and awareness, a questionnaire was handed out to attendees of the information meetings. Two completed questionnaires were returned. A copy of this questionnaire is included.

Public Informational Meeting



April 29, 2002

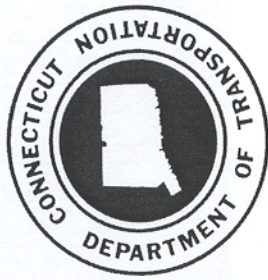
2003 Statewide Transportation Improvement Program

Office of Policy
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546

Additional Opportunities for Public Review and Comment:

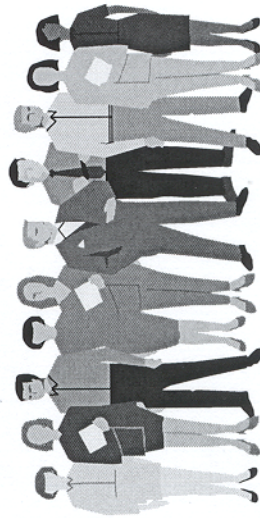
Capitol Region COG Hartford, CT	860 522-2217
Central Connecticut RPA Bristol, CT	860 224-9888
COG of the Central Naugatuck Valley Waterbury, CT	203 757-0535
Greater Bridgeport RPA Bridgeport, CT	203 366-5405
Housatonic Valley COEO Brookfield, CT	203 775-6256
Midstate RPA Middletown, CT	860 347-7214
South Central Regional COG North Haven, CT	203 234-7555
South Western RPA Stamford, CT	203 316-5190
Southeastern Connecticut COG Norwich, CT	860 889-2324
Valley RPA Derby, CT	203 735-8688
Connecticut River Estuary RPA Old Saybrook, CT	860 388-3497
Litchfield Hills COEO Goshen, CT	860 491-9884
Northeastern Connecticut COG Dayville, CT	860 774-1253
Northwestern Connecticut COG Warren, CT	860 868-7341
Windham Region COG Willimantic, CT	860 456-2221

2003 Statewide Transportation Improvement Program (STIP)...



In accordance with the provisions of Title 23, Section 135 of the United States Code; as amended by the Transportation Equity Act for the 21st Century (TEA-21) enacted on June 9, 1998; the Connecticut Department of Transportation (CONNDOT) has developed a draft Statewide Transportation Improvement Program (STIP) covering all areas of the state. The STIP lists all federally funded transportation improvements, by funding category and by region, which are scheduled to occur over the next three years. It includes capital and operational improvements to the various modes which make up the transportation system, including highway, bus, rail and bicycle facilities. The STIP is used to implement the goals and objectives identified in the Long-Range Regional and State Transportation Plans. The portion of the STIP for the urban regions of the State is based on the Transportation Improvement Programs adopted by the Metropolitan Planning Organizations. For the rural regions of the State, the STIP is developed in cooperation with the rural Regional Planning Organizations.

Public Informational Meetings...



On Monday, April 29, 2002, two Informational Meetings will be held at the Connecticut Department of Transportation, 2800 Berlin Turnpike, Newington, Connecticut. The first meeting will begin promptly at 12:00 p.m. and the second will begin at 7:00 p.m. The meetings will provide a forum for a full and open discussion of the details of the draft 2003 Statewide Transportation Improvement Program (STIP). At these meetings, the public will have an

opportunity to review, comment and discuss information regarding the STIP's projects and programs. This forum will also provide the project sponsors with information from the public regarding their desires and concerns. Department of Transportation Staff will be available one-half hour prior to each meeting to informally discuss the STIP. They will answer specific questions about any of the proposed projects. Please use this meeting as an opportunity to ask questions and provide input to this very important transportation planning effort. Additional locations for public review of the STIP are listed on the reverse side of this pamphlet.

Review Procedure...

Copies of the Draft 2003 STIP have been made available for review at specific locations for a **thirty day public comment period between April 15 and May 15, 2002**. This document is available for review at the CONNDOT Administration Building in Newington and at each of the fifteen Regional Planning Organizations. It is suggested that an appointment be scheduled in order to adequately accommodate all interested parties. To schedule an appointment at CONNDOT, please call (860) 594-2046. To schedule an appointment at one of the Regional Planning Organizations, please call them directly.

Comments...

Written comments must be received on or before May 15, 2002. Comments should be addressed to:

Mr. Charles S. Barone
Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546

Newington, CT. 06131-7546

Please include your name, address and, if applicable, the name of the company or organization you represent with your response.

NEWS RELEASE
DRAFT 2003 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Transportation shapes our communities and touches much of our lives. Because transportation effects are so pervasive, transportation systems should be designed and operated to produce benefits across the broadest set of societal values. That can only be achieved if planning for transportation improvements reflects those values and the relationships of transportation to other aspects of our society. As part of its planning effort, the Department of Transportation has initiated its public involvement process to receive input from all stake holders in the transportation system.

In its effort to assure that the process provides full and open access to all, the Department is providing opportunities for public review, comment and discussion of the transportation program-related improvements, which are being proposed for the next three years. To accomplish this, a draft Statewide Transportation Improvement Program (STIP) has been prepared and forwarded to each of the regional transportation planning agencies for public review and comment.

This will afford the public more opportunities to become aware of the STIP, to review the STIP and to provide comments related to the STIP. In addition to the regional public notices for the review period and public meetings, the Connecticut Department of Transportation has placed notices in several major newspapers advertising the availability of the draft STIP and where it can be reviewed. It is hoped that these efforts will show that early-on public participation is valued and desired. Explicit consideration and response to public input received will be given.

The Department of Transportation has developed the draft STIP for all areas of the State. The portions of the draft STIP in metropolitan planning areas have been developed in cooperation with the Metropolitan Planning Organizations (MPOs). The MPOs' TIPs have been included in the draft STIP without modification.

The draft STIP includes all federally funded highway and transit transportation improvements and is the regions and State's transportation investment program for the next three years. It consists of capital and operating improvements to the State's highways and roads, and public transit systems. Investments in various modes are included in the draft STIP. The STIP is the means of implementing the goals and objectives identified in Long-Range Regional and State Transportation Plans.

The scope of the STIP has expanded over the last few years. The STIP is now a more comprehensive transportation investment document.

With the Clean Air Act Amendments of 1990 (CAAA), MPOs and the State are required to include in the STIP, all significant projects that could affect air quality. The MPOs, the regional transportation agencies responsible for preparing the TIPs in urban areas, and the State, responsible for preparing the STIP outside urban areas, must determine whether the package of proposed transportation investments in their area – regardless of how they are funded – results in better air quality. The TIPs and the STIP must be found in conformity to the State Implementation Plan (SIP). The prepared draft STIP has been assessed for its impact on air quality. Using techniques which have been approved by the U.S. Environmental Protection Agency (EPA), the draft STIP has been reviewed and found that the projects and programs contained therein will serve to reduce emissions of volatile organic compounds, oxides of nitrogen and carbon monoxide.

The TIP/STIP for FFY 2003, 2004 and 2005 contains 494 projects in 26 federal funding categories. It programs \$1,653 million in federal funds, which will be matched by \$665 million in state funds and \$43 million in local funds, for a total program cost of \$2,361 million. Of the \$665 million in state funds, \$414 million is programmed for public transportation operating assistance. Within the transportation modes, a total of \$1,580 million (67%) will be used for highway and bridge capital programs and a total of \$781 million (33%) will be used for transit (rail, bus, and rideshare) capital and operating costs.

Examples of major projects included in the TIP/STIP:

- \$141.5 million of the estimated \$600 million for the replacement and demolition of the "Q" bridge on I-95 in New Haven
- \$80 million of the estimated \$108.5 million for the reconstruction of I-95 in Bridgeport
- \$42.5 million for the Bridgeport Intermodal Center
- \$20 million of the estimated \$53 million for the US 7 Brookfield bypass
- \$60 million of the estimated \$72 million for the US 7 and CT 15 interchange improvements in Norwalk
- \$40 million of the estimated \$116.5 million for the replacement of the Moses-Wheeler Bridge (I-95 Stratford-Milford)
- \$70 million of the estimated \$172 million for the reconstruction of I-84 in Waterbury
- \$123 million of the estimated \$250 million for the replacement of the catenary system for Metro North from Greenwich to New Haven
- \$30 million for the construction of the Waterbury bus garage
- \$55.5 million for the construction of the New Haven bus garage
- \$225 million for the replacement/rehabilitation of highway bridges throughout the State
- \$25 million for safety related improvements to highways throughout the State

The draft STIP includes a priority list of projects to be carried out in a three-year period. The priority list is grouped by year, with year one being the highest priority. The program is financially constrained by year and the STIP includes a financial plan that demonstrates which projects can be implemented using current and proposed revenue sources. Only those projects for which construction and operating funds can reasonably be expected to be available are included.

On Monday April 29, two Informational Meetings will be held at the Connecticut Department of Transportation, 2800 Berlin Turnpike, Newington, Connecticut. The first will be at 12:00 noon and the other will be at 7:00 p.m. The meetings will provide a forum for a full and open discussion of the details of the 2003 Statewide Transportation Improvement Program. At these meetings, the public will have an opportunity to review, comment and discuss information regarding the STIP's projects and programs. This forum will also provide the project sponsors with information from the public regarding their desires and concerns. Department of Transportation staff will be available to help answer specific questions and clarify any proposed projects. Please use this meeting as an opportunity to ask questions and provide input to this very important transportation planning effort.

Copies of the Draft 2003 STIP have been made available for review for a **thirty day public comment period between April 15 and May 15, 2002**. This document is available for review at the ConnDOT Administration Building in Newington and at each of the fifteen Regional Planning Organizations. An appointment is suggested in order to adequately schedule all interested parties. To schedule an appointment at ConnDOT, please call (860) 594-2046. To schedule an appointment at one of the Regional Planning Organizations, please call them directly.

Written comments must be received on or before May 15, 2002. Comments should be addressed to:

Mr. Charles S. Barone
Transportation Assistant Director
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546

Please include your name, address, and if applicable, the name of the company or organization you represent with your response.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
NOTICE OF AVAILABILITY
DRAFT 2003 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

In accordance with the provisions of Title 23, Section 135 of the United States Code; as amended by the Transportation Equity Act for the 21st Century of 1998 (TEA-21); the Connecticut Department of Transportation (ConnDOT) has prepared a draft Statewide Transportation Improvement Program (STIP).

The draft STIP lists all highway and public transit projects proposed to be undertaken utilizing Federal Highway and Federal Transit Administration funding. The STIP encompasses various projects that ConnDOT intends to pursue during the next three years and covers all towns within the State.

The STIP will be available for review for a thirty-day public comment period between April 15, 2002 and May 15, 2002 at:

Connecticut Department of Transportation
Office of Intermodal/Policy, Room 2338
2800 Berlin Turnpike
Newington, Connecticut 06111

Or

Your local Regional Planning Organization

It is suggested that you call first to schedule an appointment at these locations. To make an appointment at ConnDOT, please call (860) 594-2046.

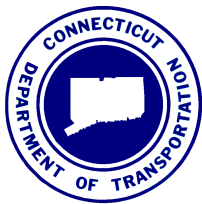
Two public informational meetings to further address the STIP have been scheduled. They will be held on Monday, April 29, 2002 at the DOT Headquarters located at 2800 Berlin Turnpike, Newington, Connecticut. The first meeting will begin promptly at 12:00 p.m., and the second will begin promptly at 7:00 p.m. DOT staff will be available one-half hour (1/2) prior to each meeting to informally discuss the STIP.

Parking and handicapped access to the hearing room is available from the main entrance of the building. Arrangements have also been made for hearing impaired.

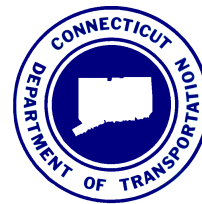
All written comments and associated documentation must be clearly legible and submitted on reproducible 8½ x 11-inch paper. Comments must be received on or before May 15, 2002.

Comments should be addressed to:

Mr. Charles S. Barone
Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546
Newington, Connecticut 06131-7546



STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone: (860) 594-2040

QUESTIONNAIRE

2003 Draft Public Information Meeting

In an attempt to better serve the public, please take a moment to fill out this questionnaire. Hand in your completed sheets to one of the officiating ConnDOT employee or mail it back the provided return envelope. Thank you.

About this meeting;

Was this meeting helpful in your understanding of the Transportation Planning Process;
Yes or No . If no, please explain thank you.

Is the scheduled time for this meeting convenient for you; Yes or No. If no, please explain.

Would you recommend this meeting to others? Yes or No. If no, please explain.

How did you hear about this meeting? Flyer, Legal Notice, New Release or other?

Any suggestion on how to reach many more people? Yes or No. If yes please provide information. Thank you.

Please provide us with names of organizations, groups or individual that we can invite to future meetings.

Name:
(Organization, Group or Individual)

Address:

Phone:

Fax:

Email:

General comments or suggestions:

THANK YOU FOR YOUR TIME.